



# CENTRAL CORRIDOR NETWORK TRANSPORTATION REVIEW



**HGS LIMITED**  
**MCCORMICK RANKIN CORPORATION**

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## 1. INTRODUCTION/ BACKGROUND

The Central Corridor Network (CCN) is a network of roads (Exhibit 1) bounded by Eugenie Street to the north, Lillian Street to the east, Sydney Avenue to the south, and South Cameron Boulevard/Avondale Avenue/Bruce Avenue to the west. A major rail line owned by the Detroit River Tunnel Partnership (DRTP – formerly CN Rail) bisects the CCN diagonally from the northwest to the southeast. The E.C. Row Expressway is the only true east-west road that crosses the rail line within the CCN.

The CCN area is for the most part industrial and commercial, with a residential sector in the northeast.

The area experiences significant movements of city core traffic on the following main routes:

- E.C. Row Expressway (East-West)
- Howard Avenue (North-South)
- Dougall Avenue/Ouellette Avenue (North-South)

Additional peak consumer traffic is drawn to the area's largest regional shopping centre, Devonshire Mall (and adjacent Roundhouse Centre), while the businesses surrounding the rail line generate significant truck traffic. These competing traffic needs and the limited number of through routes are causing operational concerns within the CCN.

This transportation review was conducted to identify network problems, needs and opportunities to provide a basis for future studies of specific issues. The review was conducted with an emphasis on soliciting comments from the area businesses and the general public.

The review was undertaken to satisfy Phase 1 of the Municipal Class Environmental Assessment (June 2000) process. It was conducted in conjunction with the Schedule 'C' Class Environmental Assessment (EA) Study carried out for the Howard Avenue Corridor (the Howard Avenue Class EA Study). Since the review was conducted concurrently with the Howard Avenue Class EA, some aspects of Phase 2 of the Municipal Class EA process were undertaken.

## 2. APPROACH

At the project outset, a technical traffic review exercise was to be carried out by the Howard Avenue Corridor EA Consultant Team and the City's Technical Advisory Committee.

However, during the initial phase of this review, an opportunity to take advantage of the public consultation component of the Howard Avenue EA Study was recognized given the proximity of the CCN to the limits of the Howard Avenue ESR. Thus, the review approach became one of problem and opportunity identifications through consultation with the public.

The Public Consultation included:

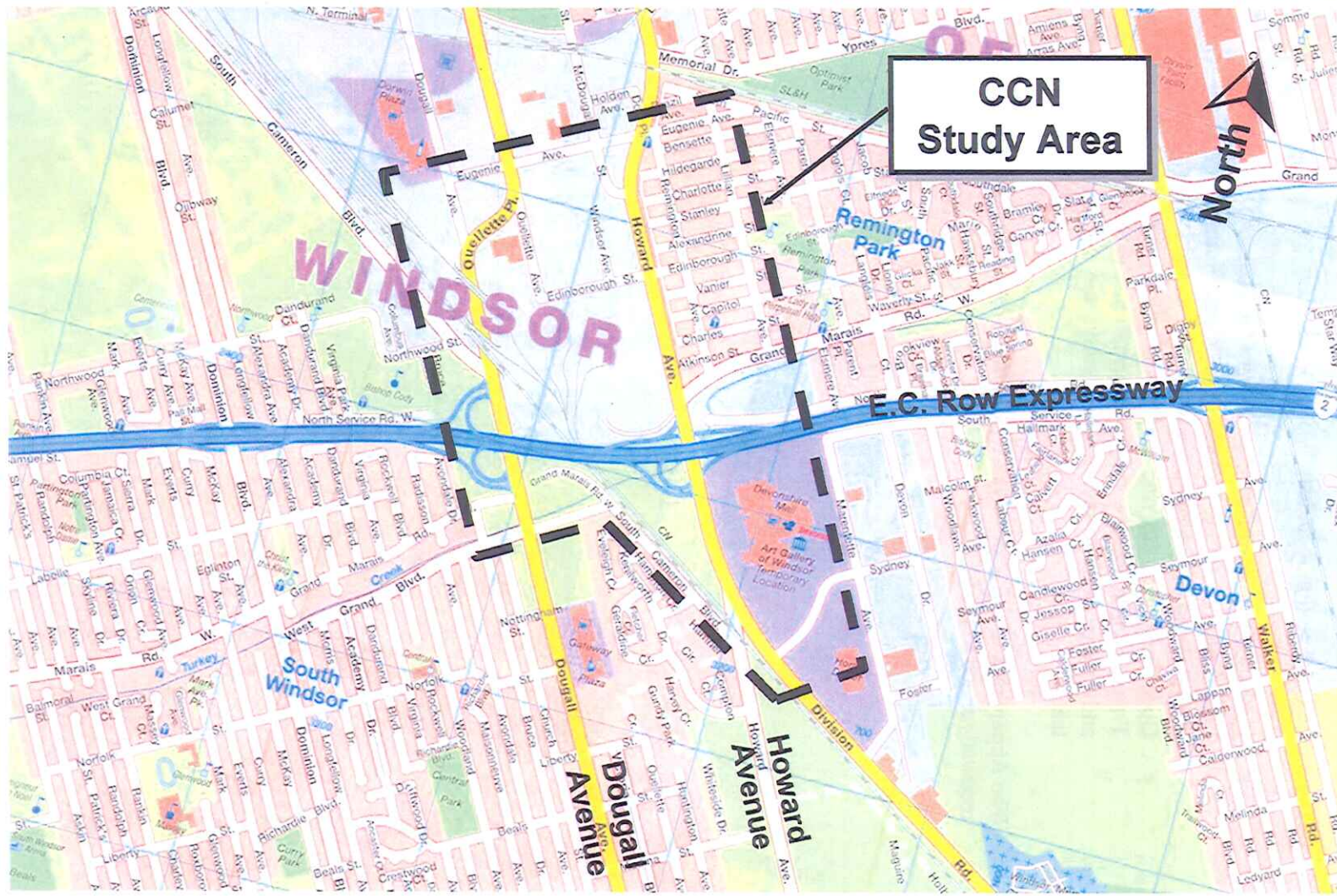
- Published Notice of Commencement (Appendix A)
- Letters of invitation to the area businesses soliciting their attendance at public meetings and their written comments/input; and (Appendix B)
- Open invitation to the public to attend the Howard Avenue EA/CCN Transportation Review Public Information Centres (PICs) on 6 November 2001 and 9 April 2002 to view CCN displays and discuss CCN issues with the Study team.

The Appendices C and D provide PIC displays along with copies of comment sheets received related to the CCN.



# Exhibit 1

# STUDY AREA



### **3. IDENTIFIED ISSUES AND OPPORTUNITIES**

Based on the review of the existing Central Corridor Network and the input from the public, the deficient areas and issues identified are as follows:

1. Limited north-south and east-west roadway corridors across the DRTP railway line
2. This has, in turn, resulted in, for the north-south corridors:
  - Traffic congestion on Howard Avenue
  - Traffic congestion on Dougall Avenue fed by Ouellette Avenue, Dougall Avenue and South Cameron Boulevard from the north

and, for the east-west corridors:

- Insufficient weaving distances between the Howard Avenue and Dougall Avenue interchanges on the E.C. Row Expressway
  - Potential 'through' traffic infiltration in the South Cameron Boulevard corridor
3. These deficiencies are exacerbated by the need to serve the multiple commercial accesses on Dougall Avenue, Howard Avenue and Eugenie Avenue

Of course, all of the above deficiencies will only worsen with projected future traffic growth identified in the 1999 *Windsor Area Long Range Transportation Study (WALTS)* and updated for the Howard Avenue Corridor in the 2003 *Howard Avenue Class Environmental Assessment Study Environmental Study Report*.

Potential solutions or opportunities identified by the public and the Study team are listed below.

Potential Solutions	
Opportunity	Benefit
A	<p>Improve off-ramp access or additional off-ramps with direct access to the Roundhouse Centre and Bruce Avenue from E.C. Row Expressway</p> <p>Roundhouse Centre has recently constructed a new access/egress just south of ramp terminal on Howard Avenue, which accomplishes the equivalent of ramp access.</p> <p>Ramp access for Bruce Avenue (south) would supplement access to the South Windsor neighbourhood (currently provided via interchanges at Dominion Boulevard and Dougall Avenue).</p>
B	<p>Extend Edinborough Street to Dougall Avenue.</p> <p>In concert with signalization, the Edinborough Street extension would create a safer and more efficient intersection with Ouellette Avenue than presently exists (on curved section of roadway with multiple commercial accesses).</p>
C	<p>Widen Ouellette Avenue/Dougall Avenue Corridor.</p> <p>Widening would improved corridor capacity and efficiency.</p>
D	<p>The possibility of a direct access from the E.C. Row Expressway to the City Centre via the rail line west of Dougall Avenue</p> <p>A direct access would improved capacity and efficiency of City Centre north-south corridors.</p>
E	<p>Improve intersections at Ouellette Place/Ouellette Avenue, Ouellette Avenue/Dougall Avenue and Dougall Avenue/South Cameron Boulevard.</p> <p>Intersection improvements would improve the efficiency of the roadway network.</p>
F	<p>Eliminate the number of commercial accesses on Ouellette Place.</p> <p>Fewer accesses would improve the traffic operations on this short, curved road.</p>
G	<p>Add Express Lanes on the E.C. Row Expressway between Dominion Boulevard and Walker Road</p> <p>Express Lanes would improve east-west corridor (E.C. Row Expressway) capacity and safety at the Dougall Avenue and Howard Avenue interchanges.</p>
H	<p>Provide a City road between private roads and Edinborough Street</p> <p>This would improve the efficiency of Edinborough Street</p>
I	<p>Widen the CNR Underpass at South Cameron Boulevard and Dougall Avenue</p> <p>This would allow the widening of Dougall Avenue and would in turn improved corridor capacity and efficiency.</p>

Detailed benefits and costs/impacts will need to be assessed through Environmental Assessment Studies in order to provide the need and justification for the identified improvements.

Refer to Exhibits 2 and 3, also see Appendix D



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**FOR EXHIBIT 2**

**POTENTIAL SOLUTIONS (OVERVIEW PLAN)**

**SEE FILE "CCN EXHIBITS 2\_3.DWG"**

**FOR EXHIBIT 3**  
**POTENTIAL SOLUTIONS (DETAIL PLAN)**  
**SEE FILE "CCN EXHIBITS 2\_3.DWG"**

#### **4. RECOMMENDATIONS**

This review, based on discussion with City staff, consultation with the public and the affected businesses, and the local knowledge of the Consultant Team, has led to the following recommendations for future studies under the Municipal Class EA process:

- Carry out a study to investigate improvements to the Ouellette Avenue/Dougall Avenue corridor from Eugenie Avenue to West Grand Boulevard
- Carry out a study to investigate improvements to the east-west road links between the Howard Avenue and Ouellette Avenue/Dougall Avenue corridors (from Eugenie Avenue to West Grand Boulevard).

The above two studies could be conducted separately or as a single study.

- Carry out a study to investigate improvements for the Howard Avenue and Dougall Avenue interchanges on the E.C. Row Expressway
- Investigate the feasibility of using the rail line for direct road links between the City Centre and the E.C. Row Expressway

In addition, any border crossing proposal that affects the CCN area should be monitored and taken into consideration when proceeding with the Municipal Class EA process.